

Encl #3

DDP 1725-61
COPY OF

| | | | | | | | | | | | | | |
|--|---|---|---|---|---|---|---|---|---|--|--|----------|--|
| LOCKHEED AIRCRAFT CORP. | | | | ENGINEERING STUDY <input type="checkbox"/> | | | | CHANGE PROPOSAL <input checked="" type="checkbox"/> | | | | LAC -104 | |
| DATE 2-17-61 | | | | AFFECTS : WSPO <input checked="" type="checkbox"/> | | | | PROJECT <input checked="" type="checkbox"/> | | | | | |
| NAME OF MAJOR COMPONENT AIRPLANE | | | | PART OR LOWEST SUBASSEMBLY 100 VA INVERTER | | | | PART NO. & MODEL OR TYPE LELAND MGE 93-2 | | | | | |
| TITLE OF PROPOSAL : ADDITION OF EMERGENCY 100 VA INVERTER | | | | | | | | | | | | | |
| NATURE OF PROPOSAL : SEE PAGE 2 | | | | | | | | | | | | | |
| REASON FOR PROPOSAL : To provide a cockpit controlled 100 VA Inverter to supply emergency AC power for continuous operation of essential instrument systems in the event of failure of the ship's main inverter. Switching to the "Emerg. Inv." position will de-energize the main inverter and disconnect all loads except the Attitude Gyro, MA-1 Compass, E.G.T. Ind., VOR and ADF which will be supplied emergency power. The VOR and ADF are included due to the low power required and to preclude complications required to transfer additional loads. Emergency loads total approximately 90 VA for most aircraft. (See attached Load Chart.) | | | | | | | | | | | | | |
| ES | | ESTIMATED COST AND TIME INVOLVED : ADDITIONAL FUNDING REQUIRED : | | | | | | | | | | | |
| CP | | ESTIMATED COST FOR KITS OR PARTS : See Page 3 ADDITIONAL FUNDING REQUIRED : SP-1917 and SP-1918 (None) | | | | | | | | | | | |
| ITEMS AFFECTED BY PROPOSAL : | | | | | | | | | | | | | |
| SAFETY <input checked="" type="checkbox"/> | MISSION EFFECTIVENESS <input checked="" type="checkbox"/> | PERFORMANCE <input checked="" type="checkbox"/> | OPERATING PROCEDURE <input checked="" type="checkbox"/> | INTER- CHANGE ABILITY <input type="checkbox"/> | WEIGHT OR WEIGHT & BALANCE <input checked="" type="checkbox"/> | TOOLS & SUPPORT EQUIPMENT <input type="checkbox"/> | MAINTENANCE PROCEDURE <input checked="" type="checkbox"/> | SERVICE LIFE <input type="checkbox"/> | FLIGHT MANUAL <input checked="" type="checkbox"/> | MAINTENANCE MANUAL <input checked="" type="checkbox"/> | | | |
| EST. MAN/HRS. REQ'D. TO ACCOMPLISH CHANGE IN FIELD | | | | | | | | | | | | | |
| SOURCE OF PARTS FOR KIT LAC | | | | | | AVAILABILITY 20 WEEKS AFTER APPROVAL | | | | | | | |
| DISPOSITION OF SPARES AFFECTED NONE | | | | | | | | | | | | 25X1A | |
| INITIATED BY : LAC | | | | | | APPROVED : WSPO | | | | | | | |

3/1/61

NATURE OF PROPOSAL:

1. Install a 100VA (Leland P/N MGE 93-2) in all aircraft. This includes addition of a load relay, input circuit breaker, related wiring and replacing the existing cockpit Inverter control switch with a three position switch which provides manual selection of either main or emergency inverter operation, and an OFF position. The 100VA Inverter will be installed in the cockpit area originally occupied by the DY-77/AIC-10 Dynamotor (see *Note below). This is considered practicable as it is understood that GFE transistorized AIC-10 Interphone controls which do not require use of the Dynamotor have been installed on the majority of aircraft. Transistorized controls and elimination of the dynamotor will be required on all aircraft to accomplish the proposed installation. The input circuit breaker and plug-in type load transfer relay will be added to existing Q-bay panels. Power will be provided for the 100 VA Inverter by using the existing Inverter relay which is redundant after installation (per approved ECP-102) of the 500VA Inverter which has a built in relay.

* NOTE: An alternate location will be required for the 100VA Inverter on ship 722/389 because of an existing air duct in the proposed area. It is felt the installation on this aircraft can be best accomplished during scheduled IRAN (April '61) with appropriate engineering drawing revisions.

2. Prepare and issue a Service Bulletin.
3. Fabricate appropriate kits for 40 aircraft.
4. The Contractor is proceeding with this work in advance of written approval. A trial installation will be made and test flown in aircraft 393/953 at IRAN, and will be left intact when the aircraft is delivered.

25X1A

Approved For Release 2003/01/30 : CIA-RDP81B00878R000600030052-1

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ROUTING

| TO | NAME AND ADDRESS | INITIALS | DATE |
|------------------|------------------|-------------|-------------|
| 1. | material Br. | Off. | 3/1/61 |
| 2. | contract Br. | | |
| 3. | | | |
| 4. | | | |
| 5. | | | |
| 6. | | | |
| 7. | | | |
| RETURN TO SENDER | | | |
| ACTION | | CONCURRENCE | INFORMATION |
| COMMENT | | FILE | SIGNATURE |

REMARKS

LAC-104 for approval
+ return 7' cy.

FROM

NAME AND ADDRESS

PHONE NO.

DATE

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